



# **PUBLIC COMMENT**

## **BART Board Meeting**

**June 9, 2022**

**Item 4**

**From:** [Jon Spangler](#)  
**To:** [BART Board](#)  
**Cc:** [Heath Maddox](#); [Rick Goldman](#); [Jon Spangler](#); [Randall Glock](#)  
**Subject:** BBATF Letter - Public Comment on Agenda Item 7 (Budget), June 9, 2022 - BART Bicycle Advisory Task Force Letter RE: Faster Elevator Replacement at Pre-ADA Stations  
**Date:** Wednesday, June 8, 2022 11:45:16 AM  
**Attachments:** [2022-06-08 BBATF LETTER Faster-Elevator-Replacement SIGNED.pdf](#)

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Board President Saltzman and Members of the BART Board of Directors,

At its Monday, June 6, 2022, meeting, the BART Bicycle Advisory Task Force (BBATF) unanimously adopted the attached letter urging the BART Board to “*prioritize and fund the rapid replacement of BART’s oldest, smallest, and slowest elevators...*”

The letter addresses the \$339,240,946 future (and currently unfunded) “Renovate Station Elevators Phase 1 to 6” item in

The “Projects and Status” chart on page 11 of the **Capital Program and Projects Status Report** presentation sent to the Board for Item 7A (EDD).

The signed letter from the BBATF is attached in PDF with the letter's text also appended below for accessibility.

I plan to attend this Thursday’s Board meeting to expand on our letter and respond to any questions that you may have.

Thank you for your consideration.

Jon Spangler  
Chair, BART Bicycle Advisory Task Force (BBATF)  
League Cycling Instructor #3175  
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"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony

## **TEXT OF BBATF LETTER**

DATE: June 6, 2022

TO: BART Board of Directors  
FROM: BART Bicycle Advisory Task Force (BBATF)  
SUBJECT: BBATF Supports Faster Elevator Replacement

Dear Board President Saltzman and Members of the BART Board of Directors,

The BART Bicycle Advisory Task Force (BBATF) appreciates and applauds BART's grant-funded efforts to install larger and faster elevators at the Embarcadero, 19th Street, El Cerrito, and other stations.

We also welcome the publication of the new [Elevator Dimensions Guide](https://www.bart.gov/news/articles/2022/news20220518-0), as announced in BART's May 18, 2022, news release: <https://www.bart.gov/news/articles/2022/news20220518-0>. The guide details the capacity and location of elevators so wheelchair users, parents, cyclists, and other BART patrons can meet their vertical access needs when planning trips.

Unfortunately, the guide also reminds us that most of the elevators in BART's core system, which predates the 1991 Americans with Disabilities Act (ADA), are woefully undersized and too slow to meet the current vertical access needs of parents with strollers, wheelchair users, cyclists with cargo bikes or adult tricycles, and groups of cyclists on single bikes.

We urge the BART Board to move rapidly to replace and upgrade the undersized elevators at its pre-ADA core stations. BART should dedicate capital improvement funds, federal monies, Measure RR funding (if applicable), and other capital sources in addition to station improvement grants for this. Thirty-two years after the ADA was passed, it is long past time for BART to significantly improve the vertical transportation options in its legacy stations.

Please prioritize and fund the rapid replacement of BART's oldest, smallest, and slowest elevators so BART riders with wheelchairs, strollers, cargo bikes, and other needs can use the system conveniently and quickly. This project should not lag for another 32 years.

Respectfully submitted,

Jon Spangler  
Chair, BART Bicycle Advisory Task Force

ADOPTED AT THE JUNE 6, 2022, BART BICYCLE ADVISORY TASK FORCE  
MEETING BY THE FOLLOWING VOTE:

AYES: 6

NAYS: 0

ABSTENTIONS: 0

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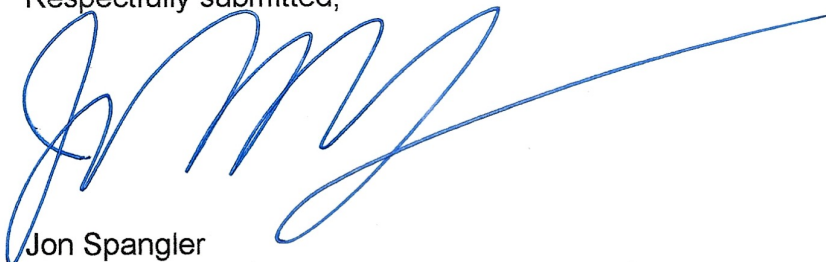
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Jon Spangler  
Chair, BART Bicycle Advisory Task Force

ADOPTED AT THE JUNE 6, 2022, BART BICYCLE ADVISORY TASK FORCE  
MEETING BY THE FOLLOWING VOTE:

AYES: 6

NAYS: 0

ABSTENTIONS: 0



# **PUBLIC COMMENT**

## **BART Board Meeting**

**June 9, 2022**

**Item 9-B**

**From:** [david.berman](#)  
**To:** [BART Board](#); [Rebecca Saltzman](#); [Mark Foley](#); [Debora Allen](#); [Robert Raburn](#); [Elizabeth Ames](#); [Lateefah Simon](#); [Janice Li](#); [Bevan Dufty](#); [John McPartland](#); [All Council](#); [Rashi Kesarwani](#); [mayor@ci.berkeley.ca.us](#)  
**Cc:** [White House](#); [DOTExecSec@dot.gov](#); [The.Secretary@hq.doe.gov](#)  
**Subject:** Electric Vehicle Charging Stations Fight Climate Change  
**Date:** Sunday, June 5, 2022 11:49:31 AM

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Dear BART and City of Berkeley:

If BART and the City of Berkeley want to help fight climate change AND increase BART ridership, BART should turn the entire North Berkeley BART parking lot into an electric vehicle charging station hub.

A 2022 Chevy Bolt electric car charged in North Berkeley produces just 17% of the carbon of an average new gasoline car in the USA. An average new gasoline car produces 83% more carbon. An average new car in the USA puts out almost 6x more carbon than a 2022 Chevy Bolt charged in North Berkeley.

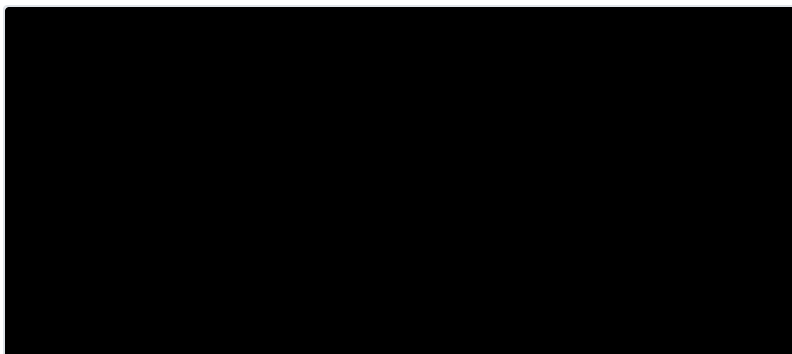
<https://www.fueleconomy.gov/feg/Find.do?year=2022&vehicleId=43955&zipCode=94703&action=bt3>

President Biden has announced a \$5 billion dollar program to build more electric vehicle charging stations because it is a national priority to fight climate change. BART and Berkeley should work with President Biden and the US Department of Transportation.

<https://highways.dot.gov/newsroom/president-biden-usdot-and-usdoe-announce-5-billion-over-five-years-national-ev-charging>

Please watch this video of our Secretary of Energy and our Secretary of Transportation discuss the new \$7.5 billion dollar electric vehicle charging station program:

[Secretary Jennifer Granholm and Secretary of Transportation Pete Buttigieg Drive into the EV Future](#)



Secretary Jennifer Granholm and Secretary of Transportation Pete Buttigi...

Reducing the carbon emissions from over 800 cars a day by 83% by bringing electric vehicle charging stations to North Berkeley BART would do more to fight global warming than building residential towers. This could be done relatively quickly with significant and immediate impact.

As the amount of renewable energy generated in California goes up, the carbon reduction from electric vehicles will get even better!

Installing 800 electric vehicle charging stations at North Berkeley BART would maintain and protect ridership and fare revenue from thousands of BART riders for decades to come. Everyone that parks at the BART parking lot rides BART.

BART needs to seriously consider the environmental impacts, and BART revenue benefits, from adding electric vehicle charging stations to the North Berkeley BART parking lot instead of building residential towers on a publicly owned transit supporting parking lot. Eliminating hundreds of BART parking spots will reduce ridership and reduce BART revenue, and make the growing financial crisis at BART worse.

BART needs to support President Biden, US Department of Transportation, and the Department of Energy, in their mission to build electric vehicle charging stations.

The public interest in fighting climate change, and supporting public transit, would be best served by 800+ electric vehicle charging stations, not residential towers.

Sincerely,

David Lerman